

BENNETT CUP RACE DESCRIBED IN DIARY

William H. Gannett Flies From London to Geneva to See Event.

PICTURES U. S. TEAM

Cheers Greet American Army Balloon as It Starts Into the Air.

BRITISH BAG BEARS NO. 13

Naval Entry Takes Off With 13 Small Balloons Floating Over Pilot.

By GEORGE H. JEWETT.

LONDON, Aug. 10.—The great Gordon Bennett international balloon race was started on Sunday, August 6, from Geneva, Switzerland. This was the culminating event so far as the aerial part was concerned of a gala week of celebrations in this beautiful Swiss city.

William H. Gannett of Augusta, Me., was among the many Americans who journeyed to Geneva to enjoy the celebrations. Mr. Gannett went by air from London via Paris and spent the greater part of the week watching the aerial events, in which he has no keen interest, and of which his knowledge from experience is very great.

The great event for all was, of course, the Gordon Bennett International Balloon race, it being held in Switzerland this year in honor of the fact that a Swiss competitor won the event last year.

Out to Win Bennett Cup.
This annual race was established by the late James Gordon Bennett of THE NEW YORK HERALD with his gift of an international challenge cup. The cup was to go to the country which should win three times in succession. This triple feat has never been accomplished, America having been the only country to win twice in succession, in 1909 and 1910.

The starting point was laid down to be in the country of the winner of the previous year. The conditions were also that the pilots should, if possible, remain in the air two nights, the race being limited to forty-eight hours and the trophy being awarded to the aeronaut traveling the longest distance as measured in a straight line from the starting point.

The American team was composed of Major Oscar Westover, who piloted an army balloon, and had as assistants, Lieut. Carleton F. Bond, who accompanied him in the car, and Lieuts. William E. Connelly and William Hoffman; Lieut. William Road, who had charge of a navy balloon and had as an alternate Commander Norfleet and was accompanied in the race by Chief Shade; Mr. Honeywell, well known manufacturer of balloons in America, who piloted the third entry, a special type of his own construction.

Mr. Gannett's Diary.
Mr. Gannett's diary gives a more intimate and human touch to the proceedings than ordinary press reports, and it follows in part:

GENEVA, Wednesday, August 2.—Evidently nature did not want the people here to have all the excitement of fireworks as a monopoly last evening, so she got up a roaring thunder and lightning storm just as they were ready to start.

An airplane went over yesterday afternoon while we were way up, 5,000 feet high, so I could get an idea of how it was on Saturday, when I flew over from Paris this same way, for they seemed to be as long way above us. What seemed like ordinary flat fields and tableland was this high mountainous, broken country; it looks all level enough when looking down on it from away up in the air.

The fireworks are to go off to-night. There were heaps of paper Japanese lanterns, but the hunting pennants over the bridge and along the highways are still flying easily. I have just met Major Westover, the balloon pilot from the U. S. Army. He was at West Point at the same time my son-in-law, Major Flannum, was there.

Wednesday afternoon—I am out at the field to see the first balloon races for short distance flights. At 8 o'clock. Not a very large crowd, as I presume everybody is more interested in the Sunday event, when the Gordon Bennett Cup will be raced for.

The wind seems to be blowing lightly right away from the Swiss Alps, so I think it will be good for the start. There are six balloons ready to go—mostly French—no Americans.

There is a low mixed flying service from here to Zurich and return the same day for only \$22, but I do not think I will fly any more until I return to Paris and can fly to London by air.

The people out here on the field are all Swiss or French. Most of them are sitting about in the restaurant tents drinking wine or beer.

which they lead the balloons, all strung along a line up to the front of the grand stand, they being all so well balanced that a few men can guide them along very easily. As they are led along behind the other they look like a drove of elephants. But that the balloons are spherical in shape. They have one of the sausage shaped army balloons for a captive balloon here on the field.

At 11 o'clock no word had been received from any of the six balloons that started on a long distance race yesterday, but they were supposed to be on about 24 hours. The light winds today may have blown them off to the north at the same speed and in the same direction as yesterday.

Lieut. Hoffman succeeded in getting a small balloon and entered in the Hare and Hounds race all alone. Some of the large balloons had four and five persons, some women going along.

There was an aeroplane flying about after all the balloons started yesterday and I thought I would like to be in one and chase them up, but there are no spare machines around here. Have not seen any to-day. The films are taking movies of the balloons. I happened to be in one of the "closeups," Panama hat, American flag and all.

Parachute Jump From Balloon.
Well, I had quite a little experience this afternoon while watching the parachute jumping from a captive balloon. The Swiss army officer who has charge of all the starting of the balloons in the races also has charge of these events, and as he can talk English pretty well he asked me if I would like to go up 2,000 feet and look at Geneva from the sausage shaped captive balloon they were using for the jumping. Perhaps I am unconsciously taking on an international air voyager's appearance. This may be the reason he singled me out in the bunch to receive such an invitation.

I could not very well refuse, so accepted and took my turn right after the first jumper had safely landed. I told him I was used to seeing ski jumping, but this was my first sight of a real army parachute jumper.

I was piloted up by Lieut. Theo. Frick, and we were the only passengers in the basket of this great army balloon. I am not keen on captive balloons, for if anything should break one is likely to be off for a long journey without any ballast or any control over the air monster, and they do look like monsters of the great elephant class. The side wings look like the small fins back of the gills on a fish. Then the funny protuberance at the head looks like the curled up trunk of the elephant and acts like the heel of a ship to take the wind easily. Although near the head, it acts as a rudder or the tail of a fish.

We ascended very easily and gracefully, the wire cable being unwound from a winch on the body of a big auto truck that has an easy running but powerful motor. When we were up about 2,000 feet I told my pilot that was high enough for me to get a good view of the city and the running together of the two great rivers. This last view is the one known as the "Waters' Meet."

Here the Arve with its muddy waters joins the Rhone with its clear water. They make a broad turn around and partly blend together right under where we were poised. The pilot blew his bugle three blasts and the motor below was shut off and we remained stationary for a while. This is the only time any motion is felt. There is quite a severe rocking of the basket, but not for long, and as we quieted down I took a good look about the city and country from our elongated Eiffel Tower or Woolworth Building.

Arve and Rhone Mingle.
I had watched the flowing together of the two rivers both on the ground and from the swift running aeroplane a mile high. Now I had a good chance to look down on the fast flowing waters while standing still as from a high monument. It proved quite an inspiring sight from here as the nasty colored, foul looking waters of the muddy head of the Arve on right into the side of the pure, deep, clear waters of the Rhone. You can clearly see the befoiled, impure, dirty water gradually itself into the clean, pure water of the other river, first showing divided in the center about half clear and half dirty water and then as it flows on the half-clear waters being befoiled two-thirds. Finally, it all looks nasty and muddy as it makes a turn around a bend. Then as it flows further along, curving around still more, the waters seem to widen and deepen until the two rivers have now become one. Gaining more strength and flowing more swiftly on toward Lake Geneva, it gleams clearly and becomes a very clear looking and pure body of active running water.

Fourteen Start in Big Event.
Friday, Aug. 4.—In this balloon race today, for location, they call it, that is, the one landing nearest a given place within the time allotted, wins—there were fourteen starters, seven being Swiss, the others French, Italians and Belgians—no Americans or British being included.

They seem to have a lot of these spherical balloons, over three thirty different ones already having been inflated from this one gas supply here on the field; and they seem to have plenty of gas left for the nineteen others. All different, that is, as to ascent. Sunday the race to-day was the most interesting to watch of any thus far sent off, as the air being still and the distances short we could watch not only the ascent but most of the descent as well. They seemed to start off a little towards the East—or heading for Mt. Blanc—and then hover around awhile or drifting lazily along; and as they reached a little higher altitude the air currents would take them to the south or quite in the direction of the foot of the lake.

The occupants were made up of from just one pilot to a party of four or five men and women, some just a man and woman. One balloon attracted much attention from the fact that a pretty little eight-year-old Swiss miss went along, daintily dressed in white. While we were watching these fourteen balloons, each of which were bunched quite near together, not very high in the air, a captive spherical balloon was sent up to give a closeup demonstration of the landing of a balloon. It did not ascend very far and the pilot immediately pulled the cord to open the gas valve placed at the top of the balloon. As it descended right on the field where we were standing, we of course, did not care to get very close on account of inhaling the fumes of the escaping gas. It was a very quiet landing, there not being any wind stirring, and thus, not as exciting as the three severe landings I have made in three different countries, where we were going at full speed, but it gave an idea of how one is enveloped in the gas, and the way it hits the ground and the gas has escaped.

All of the fourteen balloons that started in this morning's race could now be seen descending, none having gone a great many miles on account of quiet air movement, as there was a short time limit put on this race.

A letter or parcel to the hare by the fortunate hound who catches her. The competitors for the six days' motorcycle race arrived yesterday night at Lugano, where they are resting to-day. There is a very close fight between the British and Swiss national teams, the former trying to win the championship, which is held by Switzerland. The British team is a few points ahead. On Monday 1,000,000 pettitors leave Lugano and go to Bern over the St. Gotthard Pass.

Sunday, Aug. 6.—All balloons entering the Gordon Bennett Cup race are spherical and contain 9,000 cubic feet of gas—over four times as large as the one Lieut. Hoffman used in the Hare and Hounds race Thursday. The baskets measure about 2 feet by 6 feet. It is a busy place early Sunday morning as one views the large aviation field, with nineteen of these large gas bags spread upon the ground, nets being covered over the silken bags, two hundred and bags distributed around the large circle enclosing the net to which they are attached in the slow process of inflation. It will tax the great gas tanks to their utmost to get them filled within the four hours allowed for this process, but Lieut. Connelly, who is general manager of the American air team, says there are 2,000,000 feet of gas in the tanks, and only 1,000,000 feet are required for the twenty balloons to be filled to-day, and this filling process is all done at one time.

There is a crew of twenty-five men allowed to each balloon as helpers in the filling. There is a narrow gauge railroad running around the field on which a handcar is run to distribute the equipment.

American Balloon Starts.
"In filling, the American army balloon is the first one to get the gas, so let's hope she is first to get the start—and also the cup. As far as I can learn, I am the only man in the world to come to the balloon races by aeroplane, which will probably not be the case next year as flying becomes safer and more popular."

The three Belgians have first place, being one, two and three in the start. The American army balloon has place No. 4, American civilian No. 5, American navy No. 6, Major Westover and Lieut. Bond piloted this same army balloon from Milwaukee to near Labrador, 113 miles. The balloon is the only one fitted with a sawing, or oscillating damper, running all around the bag, to assist in landing and other maneuvering. The outfit carried are the same in each basket, suitable clothing, food and instruments being taken to enable one to exist at least forty-eight hours. A rifle is also taken. The civilian balloon won second place and the navy third in the Milwaukee race this year. All American teams are carrying a supply of oxygen.

The dull air of the morning has livened up in the afternoon, so there is a nice, easy breeze blowing in just the right direction to take the balloons up Lake Geneva instead of away over the Alps in the direction of Mount Blanc as was feared.

"It could not be better, being low wind on ground and high wind above," says Hoffman. The Swiss helpers around the American balloons have kept the different pilots busy signing and autographing cards.

The balloons are all sent off promptly three minutes apart, starting at 4 P. M. Quite a busy time about 2:30 P. M. when all pilots go to headquarters on field to get their cards and sign out.

I am well decorated with balloon badges, press tags, American flags, and a pennant same as is carried on army balloon, given me by Pilot Hoffman.

The sun is quite hot. Don't know how many thousands are here, but being Sunday and such a good day there are many, many people about watching the preparations for the start in this great race on a long journey into nature's most hazardous territory. Quite a number of Americans are present.

Many small test balloons are sent up to give air current direction. An aeroplane is now flying over; it is 2:45. Four planes now appear and the parachute jumps from a big military balloon take place.

Balloon Off at 4 P. M.
Now it is time for balloons to get away. The hare from the race tank has just signaled to go. I just shook hands with Major Westover and Lieut. Bond and Hoffman, and bid them good-speed.

The three Belgians are all in the air flying serenely along toward Lausanne and now comes the American Army balloon. It gradually rises from the ground and loud cheers from the hundreds, with the music of the Swiss Alpine horn sounding its pure notes as coming from the mountain passes of Mount Blanc, and I wave the Stars and Stripes as they get off for their long journey into unknown lands with the big American flag floating from the immense bag.

I gave up my pennant to the pilot of the civilian balloon to hang on his basket.

Here comes No. 13 being towed up to the starter. She is called the Bee—the Queen Bee of Great Britain, no doubt—for she is from England, and the band plays "God Save the King" as she goes easily above.

LONG, COLD WINTER AHEAD, INDIANS SAY

Base Augury on Insect Activities, Not Coal Shortage.

Special Dispatch to THE NEW YORK HERALD.

WAPATO, Wash., Aug. 26.—Yakima Indians declare that the coming winter, especially in the Northwest, will be a long, cold one, to begin unusually early, with the first killing frost soon. They base their prediction on the unusual and varied hordes of summer insects. Flies, wasps, bugs, bees and yellow-jackets are a greater nuisance than usual this summer in the fruit growing sections. They have invaded the grapes on the big Yakima Reservation, annoying the red men. The Indians seem to believe that these insects are in some way warned of the swift approach of severe weather conditions. Instinctively during the late summer they work hard to store up enough food to last them throughout the period when they lie dormant or remain shut in from low temperatures, and they seem to be telling harder at their hoarding this summer.

Truck growers and gardeners reported to the State Department of Agriculture that the fruit of the tomato would not set because of some sort of blight affecting the blossom which made it fall soon after opening.

The blight theory advanced by the ranchers was shown not correct. The blossoms fall because the bumble bee, a specialist in the distribution of pollen, has for some mysterious reason almost disappeared this season.

It is reported from several localities in the Northwest that field mice prey on bumble bees and devour the eggs while in the comb.

BEEES SCARCE, TOMATO CROP FACES FAILURE

Plants in Northwest Hurt by Lack of Pollenization.

Special Dispatch to THE NEW YORK HERALD.

PULLMAN, Wash., Aug. 26.—Bumble bees are wanted to save the tomato crop of Northwest truck growers.

There is a shortage of bees this summer, and, according to botanists, they are necessary for pollenization of tomato blossoms.

Special Dispatch to THE NEW YORK HERALD. BUCORA, Wash., Aug. 26.—Eric Engstrom, a logger, gave the earth's crust a severe test here this week by falling from a height of forty-four feet, landing on his back and escaping unhurt. He went up a tall fir tree to attach a pulley. His climbers failed to hold in the brittle bark and he tumbled backward to the ground. His companions expected to pick up a seriously injured logger, but as soon as he recovered his breath he went up the tree again to finish the job.

FALLS 44 FEET; RESULT, GRIN.

SALE AT FULTON STREET STORE ONLY



FULTON STREET cor of BRIDGE STREET

at Hoyt St. Subway Station Brooklyn

Doors Open at 9:30 A. M.

Doors Open at 9:30 A. M.

BEGINNING TO-MORROW, MONDAY—WE HOLD OUR FAMOUS

18th Semi-Annual Automatic Reduction Sale

A Martin event held at the close of each season for the purpose of selling all Dresses, Suits, Coats, Furs, Blouses, Skirts, Girls' and Boys' apparel now in stock regardless of loss, to make room for new Fall Merchandise. Women have grown accustomed to expect unusual values on automatic days and we never disappoint them.

This Sale Ends Friday, Sept. 1st, at 5:30 P. M.

THE DAY MAKES THE PRICE

Here's How It Works:

Copy of Ticket on a \$25.00 Dress

Women's, Misses' and Stout Sizes

Women's, Misses' and Stout Sizes

Dresses	
Coats and Suits	
Formerly to 35.00	
Monday	15.00
Tuesday	14.00
Wednesday	13.00
Thursday	12.00
Friday	11.00

Dresses	
Coats and Suits	
Formerly to 37.50	
Monday	25.00
Tuesday	23.00
Wednesday	22.00
Thursday	21.00
Friday	20.00

ALL WOOLSWEATERS	
On the Main Floor	
1,000 SLIP-OVER AND TUXEDO SWEATERS, MOHAIR AND WORSTED—ALL WANTED SHADES.	
1.59	

ALL WOOL SKIRTS	
300 ODD ALL WOOL SERGE SKIRTS IN BOX AND ACCORDION PLEATED MODELS.	
1.00	

FUR COATS	
85 BAY SEAL COATS	
(Dyed Coney) 40 INCH MODEL, SHAWL OR CRUSHED COLLAR, LARGE MANDARIN SLEEVES, BEAUTIFULLY SILK LINED.	
67.50	

SILK HOSIERY	
5,000 PAIRS OF FULL FASHIONED CHIFFON HOSE, SILK FROM TOP TO TOE, IN BLACK, WHITE AND COLORS.	
1.10	

GIRLS' WASH DRESSES	
CRISP ORGANDIES, BRIGHT PLAID GINGHAMS, CHAMBRAY, CHECKED VOILES AND COTTON CREPES. SIZES 6 TO 14.	
1.00	

ALL HIGHER-PRICED GARMENTS MARKED AT PROPORTIONATE REDUCTIONS

None C. O. D. All Sales Must Be Final No Exchanges

Past experience has proven that, naturally, best selections are to be had in the beginning of the sale—we have noticed that in our former automatic sales those who came early profited by being able to choose from a larger assortment of styles, values and sizes. To those who know and understand this sale, allow us to assure them of amazing and astounding values, even greater than in our former automatic events.

Boys' Clothing Included

This sale, coming as it does at the beginning of the school season, affords every thrifty mother an opportunity of outfitting her boy at savings of more than half. The following are three of the wonderful Special Offerings in this department:

BOYS' WASH SUITS	
Sizes 2 1/2 to 7	
MIDDY, OLIVER TWIST AND FANCY MODELS IN GALATEA, REPP, CHAMBRAY AND INVINCIBLE CLOTHS.	
69c	

BOYS' OVERCOATS	
Sizes 2 to 18	
BROKEN SIZES IN ALL WOOL OVERCOATS FOR BOYS IN BLACK, GRAY, BROWN AND HEATHER MIXTURES. FULL LINED.	
4.50	

BOYS' WOOL SUITS	
Sizes 7 to 17	
SEVERAL MODELS WITH TWO PAIR FULL LINED KNICKERS, TAPED SEAMS, COATS ALBERT LINED.	
4.50	

SALE AT FULTON STREET STORE ONLY